

**2003**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**49**

King & Queen County

Prepared By

**Virginia Department of Transportation  
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**QA:** Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

**QC:** Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

# Route Shield Legend

## Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

## Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
 Mobility Management Division  
 2003  
 Annual Average Daily Traffic Volume Estimates By Section of Route  
 King Queen Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(14)	6.14	320	F	75%	1%	3%	2%	19%	0%	F	0.106	F	0.529	330	F	2003
						From: US 360; St Stephens Church										
						To: 49-629										
(14)	1.81	460	F	75%	1%	3%	2%	19%	0%	F	0.084	F	0.613	470	F	2003
						From: W 49-620										
(14)	9.74	340	F	75%	1%	3%	2%	19%	0%	C	0.106	F	0.568	350	F	2003
						From: 49-617 King and Queen C H										
(14)	5.63	760	F	75%	1%	3%	2%	19%	0%	F	0.095	F	0.518	770	F	2003
						To: 49-614										
(14)	6.81	2200	F	75%	1%	3%	2%	19%	0%	F	0.096	F	0.533	2300	F	2003
						From: SR 33 Shacklefords										
(14)	1.66	11000	F	90%	1%	1%	2%	6%	0%	C	0.087	F	0.66	12000	F	2003
						From: SR 33 Shacklefords Fork										
(14)	4.95	3700	F	90%	1%	1%	3%	6%	0%	C	0.099	F	0.649	3800	F	2003
						To: Gloucester County Line										
						From: King William County Line										
(33)	3.30	14000	F	90%	1%	1%	2%	7%	0%	C	0.082	F	0.645	15000	F	2003
						To: 49-678										
(33)	0.14	13000	F	90%	1%	1%	2%	7%	0%	F	0.079	F	0.650	13000	F	2003
						From: SR 14 Shacklefords Fork										
						To: SR 14 Shacklefords										
(33) (14)	1.66	11000	F	90%	1%	1%	2%	6%	0%	C	0.087	F	0.66	12000	F	2003
						From: SR 14 Shacklefords Fork										
(33)	2.61	7100	F	90%	1%	1%	2%	7%	0%	F	0.078	F	0.612	7200	F	2003
						To: Gloucester County Line										
						From: King William County Line										
(360)	2.91	10000	F	91%	0%	3%	1%	5%	0%	F	0.086	F	0.71	11000	F	2003
						To: SR 14										
(360)	6.29	8500	F	90%	1%	1%	3%	6%	0%	C	0.084	F	0.708	8700	F	2003
						To: Essex County Line										
(600)	1.48	20	R								NA		NA		06/11/2003	
						From: 49-616										
						To: 49-617										
(601)	1.39	60	R								NA		NA		06/17/2003	
						From: Dead End										
(601)	0.91	90	R								NA		NA		06/17/2003	
						From: 1.39 MN Dead End										
						To: 49-605 South										
						From: 49-605 North										
(601)	3.40	180	F	97%	0%	2%	0%	1%	0%	C	0.126	F	0.583	190	F	2003
						To: SR 14 West										
						From: SR 14 East										
(601)	1.25	270	R								NA		NA		06/26/2003	
						From: SR 33										
(601)	0.13	40	R								NA		NA		06/26/2003	
						From: Dead End; Gap Terminus										
						To: Dead End; Gap Terminus										
(601)	0.03	20	R								NA		NA		06/26/2003	
						To: 49-601										
(602)	1.20	40	R								NA		NA		06/11/2003	
						From: Dead End										
(602)	1.00	70	R								NA		NA		06/26/2003	
						From: SR 14										
						To: 1.00 MN SR 14										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
602	3.60	20	R			From: 1.00 MN SR 14					NA			NA		06/26/2003
602	3.67	80	F	87%	1%	From: 49-614				C	0.194	F	0.539	80	F	2003
						To: Middlesex County Line										
603	4.39	170	F	92%	0%	From: SR 14				F	0.115	F	0.644	170	F	2003
603	0.86	360	F	92%	0%	From: 49-610				C	0.107	F	0.575	370	F	2003
						To: Middlesex County Line										
604	0.70	220	R			From: 49-614					NA			NA		06/11/2003
						To: Essex County Line										
605	0.03	20	R			From: Dead End					NA			NA		08/15/2000
605	1.31	150	R			From: 49-674					NA			NA		08/15/2000
605	3.46	910	F	93%	0%	From: SR 33				C	0.089	F	0.611	930	F	2003
605	2.00	470	F	93%	0%	From: 49-606				F	0.087	F	0.723	480	F	2003
605	2.68	170	R			From: 49-601 SOUTH					NA			NA		08/08/2000
						To: SR 14										
606	2.40	110	R			From: 49-605					NA			NA		08/08/2000
						To: 49-601										
607	1.10	20	R			From: 49-631					NA			NA		06/19/2003
607	1.40	30	R			From: 49-617 EAST					NA			NA		06/09/2003
						To: 49-617 WEST										
						To: Essex County Line										
608	0.17	880	F	92%	0%	From: 49-678				C	0.096	F	0.607	900	F	2003
608	2.73	510	F	92%	0%	From: 49-700				F	0.107	F	0.687	520	F	2003
						To: 49-609 WEST										
						To: 49-609 EAST										
608	1.89	150	R			From: 1.89 MN 49-609					NA			NA		10/03/2000
608	0.29	40	R			From: Cul-de-Sac					NA			NA		10/03/2000
						To: Dead End										
609	0.60	30	R			From: 49-614 NORTH					NA			NA		06/26/2003
609	0.64	90	R			From: 49-614 SOUTH					NA			NA		06/26/2003
609	2.31	2	R			From: 0.64 ME 49-614					NA			NA		06/26/2003
609	0.30	30	R			From: 49-613					NA			NA		06/26/2003
609	1.80	2	R			From: 49-611					NA			NA		06/26/2003
						To: 49-603 Gap Terminus										

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						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
609	5.80	180	R			From: 49-610 Gap Terminus To: SR 33					NA			NA		06/26/2003
610	3.65	390	F	94%	0%	3%	1%	1%	0%	C	0.093	F	0.816	400	F	2003
610	1.89	380	F	94%	0%	3%	1%	1%	0%	F	0.103	F	0.568	390	F	2003
610	1.19	120	R			From: 49-603 To: 49-656					NA			NA		09/20/2000
610	2.14	100	R			From: 49-613 To: 49-602 EAST 49-602 WEST					NA			NA		09/20/2000
610	2.30	90	R			From: 49-614 EAST To: 49-614 WEST					NA			NA		09/20/2000
610	0.70	220	F	85%	2%	2%	7%	5%	0%	C	0.087	F	0.714	230	F	2003
610	0.20	50	R			From: 49-616 EAST To: 0.85 MN 49-616					NA			NA		09/11/2000
610	0.85	60	R			From: 49-615 To: 49-616 WEST					NA			NA		06/11/2003
610	0.75	2	R			From: 49-609 To: 2.00 MS 49-609					NA			NA		06/11/2003
611	2.00	20	R			From: SR 14 EAST SR 14 WEST To: Dead End					NA			NA		06/26/2003
612	0.30	100	R			From: SR 14 To: 49-630					NA			NA		06/11/2003
612	2.77	10	R			From: 49-617 SOUTH To: Essex County Line					NA			NA		06/11/2003
613	1.10	9	R			From: Dead End To: 49-614 NORTH 49-614 SOUTH					NA			NA		06/26/2003
613	4.10	50	R			From: 49-610 To: Dead End					NA			NA		06/26/2003
614	1.90	20	R			From: SR 14 To: 49-613 SOUTH 49-613 NORTH					NA			NA		06/26/2003
614	0.90	1000	F	38%	5%	2%	13%	42%	0%	C	0.084	F	0.528	1000	F	2003
614	1.00	970	F	38%	5%	2%	13%	42%	0%	F	0.091	F	0.519	990	F	2003

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						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
614	0.80	960	F	38%	5%	2%	13%	42%	0%	F	0.093	F	0.515	980	F	2003
						From: 49-613 NORTH										
						To: 49-609 SOUTH										
614	1.30	180	F	38%	5%	2%	13%	42%	0%	F	0.094	F	0.58	190	F	2003
						From: 49-602										
						To: 49-610 EAST										
614	1.00	110	F	38%	5%	2%	13%	42%	0%	F	0.116	F	0.796	110	F	2003
						From: 49-610 WEST										
614	4.65	60	R								NA		NA			09/11/2000
						From: 49-615										
614	0.70	110	R								NA		NA			09/07/2000
						From: 49-604										
614	3.30	30	R								NA		NA			06/11/2003
						To: 49-617										
615	1.40	30	R								NA		NA			06/11/2003
						From: 49-610										
						To: 49-614										
616	6.90	120	R								NA		NA			06/11/2003
						From: SR 14										
						To: 49-610 EAST										
617	2.20	90	R								NA		NA			06/09/2003
						From: 49-631										
617	2.00	70	R								NA		NA			06/09/2003
						From: 49-607 EAST										
						To: 49-612 SOUTH										
617	1.80	60	R								NA		NA			06/11/2003
						From: 49-612 NORTH										
						To: 49-614										
617	2.60	60	R								NA		NA			06/11/2003
						From: 49-616										
617	4.90	100	R								NA		NA			06/11/2003
						From: SR 14										
						To: SR 14										
618	1.00	20	R								NA		NA			06/09/2003
						From: SR 14										
						To: Dead End										
619	2.80	440	F	97%	2%	1%	0%	0%	0%	F	0.091	F	0.727	450	F	2003
						From: 49-721										
						To: 49-673										
619	1.80	350	F	97%	2%	1%	0%	0%	0%	C	0.109	F	0.524	350	F	2003
						From: 49-660										
619	3.00	290	F	97%	2%	1%	0%	0%	0%	F	0.111	F	0.569	300	F	2003
						From: Essex County Line										
620	2.20	20	R								NA		NA			06/09/2003
						From: 49-633										
						To: SR 14 WEST										
620	2.89	160	F	93%	0%	4%	0%	3%	0%	F	0.152	F	0.58	160	F	2003
						From: SR 14 EAST										
620	1.00	500	F	93%	0%	4%	0%	3%	0%	C	0.096	F	0.655	510	F	2003
						From: 49-631 EAST										
						To: Essex County Line										
621	3.80	520	F	93%	0%	3%	0%	4%	0%	C	0.095	F	0.52	530	F	2003
						From: SR 14										
						To: Essex County Line										
622	0.49	390	F	97%	0%	2%	0%	0%	0%	C	0.12	F	0.653	400	F	2003
						From: US 360										
						To: Essex County Line										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
623	1.05	200	F	93%	2%	2%	1%	2%	0%	C	0.086	F	0.556	200	F	2003
				From:	49-721											
				To:	49-635 SOUTH											
623	4.60	170	R								NA		NA		08/01/2000	
				From:	49-635 NORTH											
623	1.80	30	R								NA		NA		06/02/2003	
				To:	Essex County Line											
624	1.13	140	R								NA		NA		06/02/2003	
				From:	49-635											
624	1.97	80	R								NA		NA		06/02/2003	
				To:	Caroline County Line											
625	1.60	170	F	93%	3%	3%	1%	1%	0%	F	0.127	F	0.56	170	F	2003
				From:	49-628											
625	1.00	210	F	93%	3%	3%	1%	1%	0%	F	0.115	F	0.517	220	F	2003
				To:	49-651											
625	1.50	170	F	93%	3%	3%	1%	1%	0%	C	0.125	F	0.565	170	F	2003
				From:	49-721											
625	1.10	120	R								NA		NA		06/27/2000	
				To:	49-649											
625	2.00	70	R								NA		NA		06/27/2000	
				From:	49-641											
				To:	Caroline County Line											
626	0.46	7	R								NA		NA		06/02/2003	
				From:	49-623											
626	0.04	3	R								NA		NA		06/02/2003	
				To:	0.46 MN 49-623											
				To:	Dead End											
627	2.04	80	R								NA		NA		06/27/2000	
				From:	Caroline County Line											
				To:	49-721											
628	1.50	60	R								NA		NA		06/02/2003	
				From:	US 360											
				To:	49-721 SOUTH											
628	1.20	220	R								NA		NA		06/02/2003	
				From:	49-721 NORTH											
				To:	1.20 MW 49-721											
628	1.40	40	R								NA		NA		06/02/2003	
				From:	2.60 MW 49-721 GAP											
				To:	1.80 SE 49-639 GAP											
628	1.80	20	R								NA		NA		06/02/2003	
				From:	49-639											
628	1.80	80	R								NA		NA		06/02/2003	
				From:	49-625											
628	1.90	210	F	96%	0%	1%	1%	2%	0%	C	0.12	F	0.643	220	F	2003
				To:	King William County Line											
629	3.10	930	F	94%	1%	1%	0%	4%	0%	C	0.094	F	0.6	940	F	2003
				From:	King William County Line											
				To:	SR 14											
630	2.50	140	R								NA		NA		06/09/2003	
				From:	49-631											
				To:	49-612											
631	1.45	130	R								NA		NA		06/11/2003	
				From:	Dead End											
				To:	SR 14 EAST											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
<b>King &amp; Queen County</b>																	
(631)	2.60	610	F	93%	1%	5%	0%	1%	0%	C	0.099	F	0.607	620	F	2003	
				From:	SR 14 WEST												
				To:	49-632												
(631)	1.45	290	F	93%	1%	5%	0%	1%	0%	F	0.097	F	0.571	300	F	2003	
				From:	SR 14 SOUTH; 49-633												
				To:	SR 14 NORTH												
(631)	1.58	200	F	93%	1%	5%	0%	1%	0%	F	0.089	F	0.55	200	F	2003	
				From:	SR 14 NORTH												
				To:	49-630												
(631)	2.54	270	F	93%	1%	5%	0%	1%	0%	F	0.1	F	0.567	280	F	2003	
				From:	49-630												
				To:	49-620 EAST												
				From:	49-620 WEST												
(631)	3.03	80	R								NA		NA			06/09/2003	
				To:	SR 14 EAST												
				From:	SR 14 WEST												
(631)	0.98	120	R								NA		NA			06/09/2003	
				To:	49-672												
(631)	1.44	160	R								NA		NA			06/02/2003	
				From:	49-672												
				To:	1.44 MW 49-672												
(631)	0.06	180	R								NA		NA			06/02/2003	
				From:	1.44 MW 49-672												
				To:	US 360 EAST												
(631)	2.20	340	F	96%	1%	2%	0%	1%	0%	C	0.096	F	0.71	350	F	2003	
				From:	US 360 WEST												
				To:	49-650												
(631)	2.15	90	R								NA		NA			06/02/2003	
				From:	49-650												
				To:	49-619												
(632)	1.79	440	F	94%	0%	4%	0%	1%	0%	C	0.093	F	0.535	440	F	2003	
				From:	49-633												
				To:	49-631												
(633)	0.27	4	R								NA		NA			06/09/2003	
				From:	Dead End												
				To:	49-675												
(633)	0.65	49	R								NA		NA			06/09/2003	
				From:	49-675												
				To:	49-634 SOUTH												
(633)	1.41	250	R								NA		NA			08/01/2000	
				From:	49-634 NORTH												
				To:	49-636 WEST												
(633)	0.30	210	R								NA		NA			08/01/2000	
				From:	49-636 WEST												
				To:	49-636 EAST												
(633)	0.69	180	R								NA		NA			06/09/2003	
				From:	49-636 EAST												
				To:	0.69 ME 49-636												
(633)	1.31	210	R								NA		NA			06/09/2003	
				From:	0.69 ME 49-636												
				To:	49-629 NORTH												
(633)	1.70	160	R								NA		NA			08/01/2000	
				From:	49-629 SOUTH												
				To:	49-634												
(633)	2.60	550	F	96%	0%	3%	0%	0%	0%	C	0.088	F	0.558	560	F	2003	
				From:	49-634												
				To:	49-632												
(633)	2.60	80	R								NA		NA			08/23/2000	
				From:	49-632												
				To:	SR 14; 49-631												
(634)	1.35	580	F	88%	1%	2%	2%	6%	0%	F	0.098	F	0.6	590	F	2003	
				From:	49-631												
				To:	49-629 EAST												
(634)	1.72	440	F	88%	1%	2%	2%	6%	0%	F	0.108	F	0.609	450	F	2003	
				From:	49-629 WEST												
				To:	49-636												
(634)	1.78	360	F	88%	1%	2%	2%	6%	0%	F	0.139	F	0.587	370	F	2003	
				From:	49-636												
				To:	49-633 SOUTH												

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						2Axle	3+Axle	1Trail	2Trail								
<b>King &amp; Queen County</b>																	
634	0.47	390	F	88%	1%	2%	2%	6%	0%	F	0.130	F	0.593	390	F	2003	
				From:	49-633 SOUTH												
				To:	49-633 NORTH												
634	2.07	730	F	88%	1%	2%	2%	6%	0%	C	0.101	F	0.521	750	F	2003	
				From:	49-633 NORTH												
				To:	SR 14												
635	1.19	340	F	92%	2%	2%	2%	2%	0%	C	0.101	F	0.79	350	F	2003	
				From:	49-721												
635	4.43	200	F	92%	2%	2%	2%	2%	0%	F	0.114	F	0.774	210	F	2003	
				From:	49-623 SOUTH												
				To:	Essex County Line												
636	2.00	190	R								NA		NA			06/09/2003	
				From:	49-634												
				To:	49-633 WEST												
636	2.00	170	R								NA		NA			06/09/2003	
				From:	49-633 EAST												
				To:	SR 14												
637	1.40	190	R								NA		NA			06/09/2003	
				From:	Dead End												
				To:	49-634												
638	0.20	20	R								NA		NA			06/09/2003	
				From:	49-620 SOUTH												
				To:	49-620 NORTH												
639	0.45	100	R								NA		NA			06/02/2003	
				From:	49-628												
				To:	49-684												
639	1.15	390	R								NA		NA			06/02/2003	
				From:	49-684												
				To:	49-721												
640	1.00	230	R								NA		NA			06/02/2003	
				From:	49-721												
				To:	1.00 MN 49-721												
640	1.30	120	R								NA		NA			06/02/2003	
				From:	49-623												
				To:	49-652												
641	2.00	90	R								NA		NA			06/02/2003	
				From:	49-652												
				To:	49-625												
642	0.30	80	R								NA		NA			06/02/2003	
				From:	US 360												
				To:	49-628												
643	0.83	240	R								NA		NA			08/15/2000	
				From:	Dead End												
				To:	SR 33												
644	1.40	140	R								NA		NA			06/17/2003	
				From:	49-601												
				To:	SR 14												
645	0.60	40	R								NA		NA			06/17/2003	
				From:	Dead End												
				To:	49-605												
646	0.20	160	R								NA		NA			08/08/2000	
				From:	SR 14												
				To:	49-678												
647	0.80	70	R								NA		NA			06/26/2003	
				From:	Dead End												
				To:	0.80 ME Dead End												
647	1.00	160	R								NA		NA			06/26/2003	
				From:	0.80 ME Dead End												
				To:	49-609												

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						2Axle	3+Axle	1Trail	2Trail								
<b>King &amp; Queen County</b>																	
(648)	1.40	140	R			From: Dead End											08/08/2000
						To: 49-605											
(649)	0.70	4	R			From: 49-625											06/02/2003
						To: Dead End											
(650)	1.60	140	R			From: 49-631											07/27/2000
						To: Essex County Line											
(651)	1.00	30	R			From: Dead End											06/02/2003
						To: 49-625											
(652)	1.40	45	R			From: 49-721 WEST											06/02/2003
						To: 49-641											
(652)	0.60	190	R			From: 49-721 EAST											06/02/2003
						To: 49-609											
(653)	0.70	10	R			From: Dead End											06/26/2003
						To: Dead End											
(654)	1.20	210	R			From: Dead End											10/03/2000
						To: SR 14											
(655)	1.00	60	R			From: Dead End											10/03/2000
						To: 49-681											
(656)	0.40	2	R			From: Dead End											06/26/2003
						To: 49-610											
(657)	1.28	100	R			From: Dead End											08/15/2000
						To: SR 14											
(658)	3.14	70	R			From: 49-605											06/17/2003
						To: 49-601											
(659)	0.60	100	R			From: Dead End											06/11/2003
						To: 49-631											
(659)	1.80	6	R			From: 49-631											06/11/2003
						To: SR 14											
(660)	2.10	180	R			From: 49-721											08/01/2000
						To: 49-619											
(661)	0.37	30	R			From: Dead End											06/17/2003
						To: 49-687											
(661)	0.31	210	R			From: 49-687											06/17/2003
						To: SR 33											
(662)	0.46	40	R			From: Dead End											06/09/2003
						To: 49-634											
(663)	0.31	60	R			From: Dead End											06/09/2003
						To: 49-629											

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						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
664	0.95	140	R			From: 49-721						NA		NA		06/02/2003
						To: Dead End										
665	1.04	230	R			From: Dead End						NA		NA		06/02/2003
						To: 49-721										
666	0.76	320	R			From: Dead End						NA		NA		06/17/2003
						To: 49-667										
666	0.60	420	R			From: 49-667						NA		NA		06/17/2003
						To: 49-605										
667	1.20	40	R			From: Dead End						NA		NA		08/08/2000
						To: 49-666										
668	0.25	180	R			From: 49-605						NA		NA		08/15/2000
						To: Dead End										
669	1.20	40	R			From: Dead End						NA		NA		06/09/2003
						To: 28-620; Essex County Line										
670	0.15	70	R			From: Dead End						NA		NA		08/15/2000
						To: SR 33										
671	0.87	50	R			From: Dead End						NA		NA		06/02/2003
						To: 49-641										
672	0.84	90	R			From: 49-631						NA		NA		06/02/2003
						To: Dead End										
673	0.79	160	R			From: 49-619						NA		NA		06/02/2003
						To: Dead End										
674	0.29	40	R			From: Dead End						NA		NA		08/15/2000
						To: 49-605										
675	0.32	10	R			From: Dead End						NA		NA		06/09/2003
						To: 49-633										
676	0.26	80	R			From: Dead End						NA		NA		08/15/2000
						To: SR 33										
677	0.26	20	R			From: Dead End 0.26 MN						NA		NA		06/02/2003
						To: SR 14										
677	0.19	30	R			From: SR 14						NA		NA		06/02/2003
						To: Dead End 0.19 MS										
678	0.17	190	R			From: SR 33						NA		NA		08/08/2000
						To: SR 14 WEST										
678	1.24	800	F	92%	0%	3%	1%	4%	0%	C	0.104	F	0.581	820	F	2003
						To: SR 14 EAST										
679	1.18	20	R			From: SR 33 WEST						NA		NA		08/08/2000
						To: SR 33 EAST										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(680)	0.49	70	R			From: Cul-de-Sac To: 49-605					NA			NA		06/17/2003
(681)	0.28	280	R			From: SR 14 To: SR 14					NA			NA		06/11/2003
(682)	0.15	30	R			From: US 360 To: Dead End					NA			NA		07/27/2000
(683)	0.07	70	R			From: Dead End To: SR 33					NA			NA		08/15/2000
(684)	1.37	90	R			From: Dead End To: 49-639					NA			NA		08/01/2000
(685)	0.64	50	R			From: SR 14 To: 0.64 MN SR 14					NA			NA		08/23/2000
(685)	0.16	60	R			From: 0.64 MN SR 14 To: Dead End					NA			NA		08/23/2000
(686)	0.06	70	R			From: Dead End To: SR 33					NA			NA		08/15/2000
(687)	0.26	60	R			From: Dead End To: 49-661					NA			NA		08/15/2000
(688)	0.15	20	R			From: 49-691 To: Dead End					NA			NA		06/17/2003
(689)	0.26	10	R			From: 49-624 To: Dead End					NA			NA		08/11/2000
(690)	0.26	70	R			From: Dead End To: 49-661					NA			NA		08/15/2000
(691)	0.22	30	R			From: 49-605 To: SR 33					NA			NA		06/17/2003
(692)	0.06	80	R			From: Dead End To: 49-632					NA			NA		10/05/2000
(693)	0.40	70	R			From: Dead End To: 49-721					NA			NA		08/11/2000
(700)	0.14	90	R			From: 49-608 To: 49-701					NA			NA		06/26/2003
(701)	0.17	30	R			From: 49-608 To: 49-700					NA			NA		08/08/2000
(721)	1.60	2600	F	93%	1%	From: US 360; SR 14 To: 49-619				C	0.109	F	0.723	2600	F	2003
(721)	3.94	1700	F	93%	1%	From: 49-619 To: 49-639				F	0.090	F	0.53	1700	F	2003

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						2Axle	3+Axle	1Trail	2Trail							
<b>King &amp; Queen County</b>																
(721)	2.66	1600	F	93%	1%	2%	1%	4%	0%	F	0.096	F	0.564	1600	F	2003
				From:	49-639											
				To:	49-635											
(721)	1.12	890	F	93%	1%	2%	1%	4%	0%	F	0.091	F	0.550	900	F	2003
				From:	49-623											
				To:	49-627											
(721)	1.79	750	F	93%	1%	2%	1%	4%	0%	F	0.088	F	0.510	770	F	2003
				From:	49-627											
				To:	Caroline County Line											
(725)	0.34	80	R								NA		NA		06/11/2003	
				From:	Cul-de-Sac											
				To:	49-659											
(1000)	0.40	100	R								NA		NA		06/11/2003	
				From:	49-1001											
				To:	49-631											
(1001)	0.35	40	R								NA		NA		06/11/2003	
				From:	Cul-de-Sac											
				To:	49-1000											
(1001)	0.15	45	R								NA		NA		06/11/2003	
				From:	Cul-de-Sac											
				To:	49-629											
(1202)	0.20	30	R								NA		NA		08/23/2000	
				From:	49-629											
				To:	Dead End											
(1203)	0.30	130	R								NA		NA		06/09/2003	
				From:	49-629											
				To:	Dead End											
(9211)	0.09	80	R								NA		NA		10/18/2000	
				From:	Pleasant Hill High Sch											
				To:	SR 14											
(9212)	0.12	30	R								NA		NA		06/26/2003	
				From:	Mariott Elem Sch											
				To:	49-721											
(9493)	0.05	90	R								NA		NA		10/18/2000	
				From:	K & Q Cen High School											
				To:	0.05 ME SR 14											
(9493)	0.16	120	R								NA		NA		10/18/2000	
				From:	0.05 ME SR 14											
				To:	SR 14											
(9958)	0.08	70	R								NA		NA		10/18/2000	
				From:	Lawson Elem Sch											
				To:	49-721											